

CAP REGULATION 60-1 IN PART

3-6. CAP Pilot Flight Training Leading to an Additional Airman Rating or Certificate.

Senior and cadet members may receive flight instruction from CAP instructors in CAP aircraft as follows:

- a.** CAP cadets up to 21 years of age may receive flight instruction from a CAP flight instructor leading to an airman certificate or rating, including authorized cadet solo flights and accomplishment of required practical test.
- b.** CAP pilots who have been an active member of CAP for at least 1 year, are authorized to receive flight training leading to the addition of an instrument rating on an existing private or commercial pilot certificate when his training has been approved by the wing (or region) commander and is conducted in CAP corporate aircraft. (Use mission symbol C-1.)
- c.** CAP senior member mission pilots are authorized flight training leading to an instrument rating. (Use mission symbol B-99; this specific mission has been approved by HQ CAP-USAF and requires no further approval.)
- d.** CAP senior member mission pilots are authorized flight training leading to an airman rating or certificate (commercial, certificated flight instructor or certificated flight instructor instrument). (Use mission symbol C-1.)
- e.** CAP senior members are authorized flight training in gliders by CAP CFGs leading to a glider rating. This training must be approved in writing by the wing commander. This approval **does not allow** instruction of senior member student pilots in powered aircraft. (Use mission symbol C-1.)

3-8. Proficiency Requirements for CAP Pilots. Pilots are encouraged to maintain currency and proficiency by accomplishing a self-conducted proficiency flight as described in attachment 7 at least once every 90 days (C-1 mission symbol).

3-9. Requirements for CAP Mission Check Pilots and CAP Mission Pilots.

- a.** All mission check pilots must be CAP members and current and qualified SAR/DR mission pilots. To qualify as a mission check pilot, CAP SAR/DR pilots must have a minimum of 25 mission sorties (actual and/or training), satisfactorily complete the *National Check Pilot Standardization Course* (CAP mission check pilots qualified prior to 10 August 2001 are exempt until the next wing scheduled NCPSC), and satisfactorily complete a CAPF 91, *CAP Mission Pilot Checkout*. A mission check pilot authorized by the wing commander to administer mission

check pilot check rides shall give this check ride. During the check ride, candidates will be required to demonstrate their ability to perform and evaluate all applicable areas of the CAPF 91 (may be concurrent with the biennial mission pilot check). Mission check pilots need not be FAA CFIs, but should be appointed based upon their knowledge of CAP mission pilot procedures, ability to determine qualifications of CAP mission pilots, and ability to properly administer mission pilot flight checks.

b. SAR/DR/CD mission pilots are authorized 4 hours of proficiency flight training per calendar month under AF assigned non-reimbursed mission status. These flights should be released using a B-12 mission symbol and flown IAW attachment 7.

c. SAR/DR/CD mission pilots must accomplish a CAPF 91, *CAP Mission Pilot Checkout*, every 24 months, through the end of the month that the evaluation was taken.

FLIGHT RELEASE OF CAP AIRCRAFT

4-1. General. A flight release is required for all CAP flight activities. **The pilot-in-command must obtain the flight release.** (See attachment 8.)

4-2. Flight Release on USAF Assigned Missions. For USAF assigned reimbursable missions specified in paragraph 1-4 of this directive, a designated CAP incident commander is considered a flight release officer (FRO) without written designation otherwise required by this chapter. CAP aircraft are released on such missions using CAPF 84 or 104 (as applicable). Flights from home station to the mission base will be released by a FRO. Flights from the mission base to home station may be released using either CAPFs 84; 99, *CAP Flight Release Log*; or 104 procedures. Incident commanders and FROs are authorized to release the following assigned missions:

- a.** (A1) Search and rescue missions approved by the Air Force Rescue Coordination Center.
- b.** (A2) Missions flown under a mission number issued by the Air Force National Security Emergency Preparedness office.
- c.** (A3) All CD agency originated actual Counterdrug flights and NHQ CAP/DO approved CD training flights.
- d.** (A4) Other reimbursed missions not listed in this section if specifically approved by HQ CAP-USAF/XO.

- e.** (A5) Search and rescue/disaster relief evaluations, exercises and training missions, which have been issued an Air Force, mission number by HQ CAP-USAF/XO or the CAP-USAF liaison region. Flights in support of CAPR 60-2 inspection missions. 911T missions requiring wing commander, or his/her appointed representative, and wing liaison office approval.
- f.** (A6) Air Force Reserve Officer Training Corps (AFROTC) orientation flights.
- g.** (A7) (CAPFs 5 & 91 evaluations flown under an Air Force mission number. These flights may be part of a check ride clinic or a flight clinic.
- h.** (B8) Squadron or higher level official conferences or meetings and maintenance flights IAW current FARs or transport flights to maintenance facilities.
- i.** (B9) Flights flown for and funded by the American Red Cross.
- j.** (B10) Flights flown under a Federal Emergency Management Agency (FEMA) mission number and flown IAW the FEMA memorandum of understanding (MOU).
- k.** (B11) Flights flown under a National Oceanic and Atmospheric Administration (NOAA) and National Weather Service (NWS) mission number and flown IAW the NOAA and NWS memorandums of understanding.
- l.** (B12) Proficiency flight activities by qualified SAR/DR/CD mission pilots (not leading to an airman rating or certificate) conducted pursuant to guidelines published by HQ CAP-USAF in attachment 9, Additional Proficiency Flying Training for SAR/DR/CD Mission Pilots.
- m.** (B13) Support to other federal or national relief agencies not listed under reimbursable categories, but conducted under an AF approved MOU.
- n.** (B14) Missions designated as Air Force assigned in an Air Force approved MOU that support state, county and local agencies.
- o.** (B15) Cadet orientation flights flown IAW the cadet orientation flight program syllabus.
- p.** (B16) Cadet flights including training, flight encampments/academies and cadet encampments.
- q.** (B17) CAPFs 5 and 91 evaluations, *National Check Pilot Standardization Course* and flight clinics not flown under an Air Force mission number.
- r.** (B99) Other missions specifically approved by the Air Force. This mission has to be approved in advance by the Air Force. Many of these missions can be approved at the CAP-USAF liaison region level and their approval should be sought

first. The use of electronic mail is encouraged.

4-3. Flight Release on CAP Corporate Missions. An FRO is authorized to issue a flight release for CAP corporate missions, when not otherwise designated as an USAF assigned mission, for the following categories of CAP flight activities (reference paragraph 1-5) (mission symbols are at attachment 10):

- a. Proficiency flights not designated as an Air Force assigned mission.
- b. Missions to support state, county and local agencies not designated as an Air Force assigned mission.
- c. Other CAP flying.

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4-4. Flight Release of USAF Liaison Contract Rental Flights. (L-1) USAF Liaison personnel may fly CAP corporate aircraft under a USAF contract administered at NHQ CAP. When USAF personnel fly CAP corporate aircraft under the USAF contract the aircraft is legally an Air Force aircraft and the flight will be in accordance with USAF regulations. A CAP flight release is not required.

4-5. Flight Release Officer Qualifications. Individuals designated as a FRO must meet the following minimum requirements:

- a. Possess a sound knowledge of the CAP flight management program and flight release procedures.
- b. Complete the National CAP FRO training program.
- c. Satisfy one of the following criteria:
 - 1) Qualified incident commander, or
 - 2) Unit commander of a unit with CAP flight activity, or
 - 3) An experienced CAP pilot with a private or higher pilot certificate (need not be current).
- d. In unusual situations, the appropriate region commander may authorize, in writing, a waiver of specific FRO qualification criteria for a designated individual under their command.

4-6. Flight Release Officer Responsibilities and Procedures. The FRO is responsible for authorizing a CAP pilot to fly as pilot-in-command in CAP aircraft on CAP flight activities. The FRO is expected to use his/her best efforts to verify appropriate information prior to giving a flight release, including reliance on information verbally provided by the CAP pilot requesting a flight release. The FRO is not a dispatcher and is not responsible for the actual conduct of the flight.

- a. FROs cannot release a flight on which they are the PIC, crew member, or passenger, with the following exceptions.
The following are authorized to release flights on which they are the PIC, crew member, or passenger.

1) National Commander and national staff members specifically authorized by the National Commander in writing. (National staff not authorized by the National Commander will obtain flight release from their attached region or wing.)

2) Region commanders and region staff members specifically designated by the region commander.

3) Wing commanders and National Headquarters staff.

b. The FRO shall accomplish the flight release, using as a minimum, the information in attachment 8 of this regulation.

c. The FRO shall, by the 5th of each month, forward the original CAPF 99 to the wing DO or his/her designee for use

in compiling data for submission of the required monthly CAPF 18, which shall be reported using the NHQ CAP On-line

Reporting System no later than the 20th of each month. The FRO should also forward a copy of the previous month's CAPF

99 to his/her respective CAP/LO, to assist in the quality control of the wing's flying program.

4-7. Flight Release of Multiple Flight Activities. Flight activities, other than SAR/DR flights, involving multiple flights

from the same location may be flight released one time per day.

4-8. Glider Flight Reporting Procedures and Requirements. Glider flights shall be reported by the designated

individual (preferably the assigned wing glider program manager) using the NHQ CAP On-line Reporting System no later

than the 20th of each month.

4-9. Flight Release: Commanders' and Pilots' Responsibilities.

a. Unit Commanders. All commanders with CAP flight activity in their units shall:

1) Appoint, in writing, sufficient individuals who meet FRO qualifications as designated FROs.

2) Ensure FROs are trained in their flight release responsibilities using as a minimum the CAP NHQ provided FRO Training Program.

3) Publish a current list of FROs, including telephone numbers, and make this list available to all active CAP pilots within a reasonable geographic area.

4) Provide each FRO with a checklist to assist them in properly accomplishing their responsibilities. As a minimum, the checklist will contain the items in attachment 8 of this regulation.

5) Provide an updated list of designated FROs to the appropriate CAP-USAF or CAP liaison office (region or wing) quarterly.

b. Individual CAP Pilots. Individual CAP pilots shall:

- 1) Furnish documentation and information requested to establish their qualifications to fly CAP aircraft. This information shall be placed in the individual pilot record maintained for each CAP pilot at his or her unit of assignment.
- 2) Certify the eligibility of any proposed passenger to the FRO prior to obtaining a flight release.
- 3) Obtain a flight release from a FRO prior to conducting any CAP flight activity.
- 4) Report total flight time, in accordance with local procedures.

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SELF-CONDUCTED PROFICIENCY FLIGHT GUIDELINES

This attachment provides a recommended self-conducted proficiency flight profile that may be used to improve pilot confidence and currency in a particular. It is recommended that the procedures outlined below be accomplished at least once each 90 days to maintain pilot proficiency.

1. Preflight.

- a. Obtain a flight release from a designated flight release officer.
- b. Review the Aircraft Flight Manual/Pilot Operating Handbook (AFM/POH), including limitations, operating procedures (normal, abnormal and emergency), loading, performance, etc.
- c. Accomplish the aircraft preflight inspection.

2. Flight Profile.

- a. Accomplish normal taxi, takeoff and departure to the local practice area.
- b. Upon reaching the practice area and at an altitude of at least 3,000 feet AGL, conduct appropriate clearing turns.

MAINTAIN CONSTANT VISUAL AWARENESS OUTSIDE THE COCKPIT THROUGHOUT ALL MANEUVERS

- (1) Perform 720° steep bank turns (45-50° bank) in both directions while maintaining altitude within 100 feet.
- (2) Maintain altitude within 100 feet and heading within 5° while slowing to 1.2 VS1. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. While maintaining heading within 5°, reduce power to idle and increase pitch attitude to maintain altitude until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish a speed of 1.2 VS1.
- (3) Extend flaps to approach position and reduce speed to onset of stall warning while maintaining altitude within 100 feet and heading within 5°. Increase power as necessary to maintain altitude. Accomplish left and right turns

of at least 90° duration while maintaining altitude within 100 feet. Increase power to takeoff power while simultaneously increasing pitch attitude to simulate a go-around condition and begin a medium bank turn in either direction. Raise the nose until onset of stall warning. Recover straight ahead with minimum altitude loss and re-establish the speed used at the beginning of this maneuver.

(4) Extend flaps to landing position, extend landing gear (if applicable), and reduce speed to onset of stall

warning while maintaining altitude within 100 feet and heading within 5°. Increase power as necessary to maintain

altitude. Accomplish left and right turns of at least 90° duration while maintaining altitude within 100 feet. While

maintaining a constant heading within 5°, reduce power to normal approach power setting and begin a typical final

approach descent. Increase pitch attitude until onset of stall warning. Accomplish a full recovery straight ahead,

climbing to the altitude at which the maneuver was started.

(5) Establish level flight, maintaining altitude within 100 feet and heading within 5° while reducing speed to 1.2

VS1 with flaps and gear (if applicable) retracted. Without changing power, establish a 30° bank turn in either direction,

and smoothly increase elevator back pressure until onset of stall warning. Recover straight ahead with minimum altitude

loss.

c. Return to the airport to accomplish the following takeoff and landing exercises:

(1) Perform a normal landing, using full flaps, to a touch and go.

(2) Perform a short field landing to a full stop, with a simulated 50-foot obstacle located at the runway threshold

using the procedures recommended in the AFM/POH.

(3) Taxi back to the departure end and perform a soft field takeoff using the procedures recommended in the

AFM/POH.

(4) Perform a soft field landing to a full stop using the procedures recommended in the AFM/POH.

(5) Taxi back to the departure end and perform a short field takeoff using the procedures recommended in the

AFM/POH.

(6) Accomplish additional practice takeoffs and landings as desired.

(7) Perform a normal landing to a full stop.

3. Post Flight.

a. Secure the aircraft in the hanger or tie down location (including fueling, cleaning windshield, etc.).

b. Complete necessary flight time reports.

c. Conduct a post-flight inspection of the aircraft.

d. Review your performance!

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FLIGHT RELEASE OFFICER CHECKLIST

1. Verify that the purpose of the flight meets the applicable criteria set forth in CAPR 60-1 and that when and

where available, CAP corporate aircraft are utilized.

2. Verify name of the designated PIC (the PIC must obtain the flight release). Will PIC change during flight?

3. Verify that all passengers meet the applicable criteria set forth in CAPR 60-1, paragraph 2-6.

4. Assign the appropriate flight mission symbol as identified in CAPR 60-1, attachment 10 or the CAPF 99.

5. Complete applicable portions of CAPF 99.

6. Verify the pilot and passengers are current members (or otherwise authorized to fly in CAP aircraft) and carry current membership cards.

7. Verify the pilot has a valid (original) FAA pilot certificate in his possession.

8. Verify the pilot has a current medical certificate in his possession (not required for gliders and balloons).

9. Verify the pilot has a current CAPF 5 flight check valid for the type of aircraft being flown (except for flight checks, in which the check pilot's name will be obtained).

10. Verify the pilot is current and qualified in accordance with CAPR 60-1 and applicable FARs for the type of flight conditions, aircraft and mission to be released. If passengers are carried verify the PIC has complied with FAR 61.57(a)(1), passenger carrying proficiency.

11. Verify a FAA flight plan has been filed prior to flights of more than 50 nm from the departure airport.

12. Remind the pilot to review the "I'M SAFE" card as mentioned in the Aeronautical Information Manual, Chapter 8, Medical Facts for Pilots. See Note 2.

13. Record total flight hours reported by the pilot after the flight.

NOTE 1: A flight release officer is not a dispatcher. They are expected to rely upon information provided verbally from the pilot and to use their best judgment considering weather, aircraft, and pilot in releasing flights.

NOTE 2: The following are excerpts from the AIM:

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The "IM SAFE" card is a personal checklist that ensures the following statement is valid. I'm

physically and mentally safe to fly, not being impaired by:

Illness. Even a minor illness suffered in day-to-day living can seriously degrade

performance of many piloting tasks vital to safe flight. The safest rule is not to fly while suffering from any illness. If this rule is considered too stringent for a particular illness, the pilot should contact an Aviation Medical Examiner for advice.

Medication. Pilot performance can be seriously degraded by both prescribed and over-the-counter medications, as well as by the medical conditions for which they are taken. The FARs prohibit pilots from performing crewmember duties while using any medication that affects the faculties in any way contrary to safety.

Stress. Stress from everyday living can impair pilot performance, often in very subtle ways. Stress and fatigue (lack of adequate rest) can be an extremely hazardous combination.

Alcohol. Extensive research has provided a number of facts about hazards of alcohol consumption and flying. As little as one ounce of liquor, one bottle of beer or four ounces of wine can impair flying skills.....

Fatigue. Fatigue and lack of adequate sleep continue to be some of the most treacherous hazards to flight safety, as it may not be apparent to a pilot until serious errors are made.

Emotion. The emotions of anger, depression, and anxiety may lead to taking risks that border on selfdestruction.

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ADDITIONAL PROFICIENCY FLYING TRAINING FOR SAR/DR/CD MISSION PILOTS

The following syllabus guidelines provide procedures for “Proficiency Flight Training for SAR/DR/CD Mission Pilots.”

This training is optional and is available for up to a maximum of **4 hours per calendar month per individual**

SAR/DR/CD mission pilot. Proficiency Flight Training for SAR/DR/CD mission pilots **may not** lead to higher airman

ratings or certificates. **These proficiency flights are Air Force-assigned nonreimbursed missions and should be**

released using mission symbol B-12 (reference CAPR 60-1, attachment 10).

Select from the following list of procedures and maneuvers as appropriate:

1. Perform the self-conducted proficiency flight procedures as outlined above.

2. Cross Country Flying:

a. Preparation of aeronautical charts, navigation log, and FAA flight plan.

b. Filing, activating and closing flight plan.

c. Mixture leaning procedures.

d. Pilotage procedures.

e. Dead reckoning and in-flight use of navigation log.

f. Departure, en route and arrival radio communications procedures.

g. Unfamiliar airport procedures:

(1) Controlled.

(2) Uncontrolled.

h. Post-flight.

3. Night Flying:

a. Night pre-flight.

b. Use of taxi light.

c. Taxi

d. Take-off, departure, climb out.

e. Local area orientation.

f. Traffic patterns, approaches and full stop landings.

g. Use of landing lights.

h. Post flight.

4. Instrument Flying (Requires a Safety Pilot):

a. Basic radio navigation.

(1) VOR position finding.

(2) VOR tracking.

(3) ADF homing.

b. Basic instrument maneuvers.

(1) Straight and level and turning flight.

(2) Straight and turning constant airspeed climbs.

(3) Straight and turning constant airspeed descents.

(4) Level, climbing, and descending turns to headings.

c. Advanced instrument maneuvers (if instrument rated).

(1) ILS approaches.

(2) VOR approaches.

(3) NDB approaches.

(4) Holding (intersection, terminal).

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MISSION SYMBOLS

USAF Assigned Reimbursable Missions

Mission

Symbol Description

A1 AFRCC SAR missions

A2 AFNSEP missions (NOTE 1)

A3 Counterdrug missions (Actual or training)

A4 Missions specifically approved by the Air Force (i.e., low-level survey, courier, etc.)

A5 SAR/DR training/evaluation missions/CAPR 60-2 inspections/911T missions (NOTE 2)

A6 AFROTC orientation flights including flights to and from the orientation site

A7 CAPFs 5 & 91 evaluation and *National Check Pilot Standardization Course* and flight clinics

Air Force Assigned Nonreimbursable Missions

(May be reimbursed by agencies)

B8 Squadron or higher official conferences or meetings, maintenance flights

B9 Red Cross missions

B10 FEMA missions

B11 NOAA & NWS missions

B12 Mission pilot proficiency flights and SAR/DR training IAW CAPR 60-3

B13 Support to federal or national relief agencies with an Air Force approved MOU

B14 Support to state, county and local agencies with an Air Force approved MOU

B15 Cadet orientation flights IAW the cadet orientation flight program syllabus.

B16 Cadet flights: training, flight encampments/academies, cadet encampments, IACE

B17 CAPFs5 & 91 evaluation and NCPSC and flight clinics not flown under an AF mission number

B99 Other missions specifically approved by the USAF (i.e., media, public official, etc.; all requests for approval will be sent to CAP-USAF region commander)

CAP Corporate Missions

Mission

Symbol Description

C1 Proficiency and training flights not designated as an USAF assigned mission

C2 Support to state, county and local agencies not designated as an USAF assigned mission

C3 Other CAP flying

Other

L1 USAF liaison personnel flying

NOTE 1: Does not include FEMA (B10) missions, Red Cross (B9) missions, or support to other federal or national relief agencies with an Air Force approved MOU (B13).

NOTE 2: CAPR 60-2 inspections are only authorized as an A5 mission if pre-approved in advance by the CAP-USAF

Liaison Region.